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# JAPAN-CHINA

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## SOUTH SEA ISLANDS

AND

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# AUSTRALASIA

## 1918

RAYMOND  
WHITCOMB  
TOURS

BBH 11/1/18

# JAPAN—CHINA

THE PHILIPPINES  
SOUTH SEA ISLANDS

AND

# AUSTRALASIA

1918

LIMITED MEMBERSHIP  
UNDER PERSONAL ESCORT  
EVERYTHING THE BEST

RAYMOND & WHITCOMB COMPANY

BOSTON NEW YORK PHILADELPHIA CHICAGO  
LOS ANGELES SAN FRANCISCO HONOLULU YOKOHAMA  
AUCKLAND SYDNEY MELBOURNE



In the Heart of China

# The Pacific Lands

In 1918

and

## Raymond-Whitcomb Service

"We want to go to Japan and China with you the coming winter and spring, for this certainly is the year of all years to go to those countries." So said a recent visitor of ours and the truth of his observation is evident, while the remark applies equally to the novel field of the South Sea Islands and Australasia.

Truly, the approaching season is the accepted time for visiting these fascinating lands which, in more than one sense, now are The Pacific Lands. For although nominally in the world war their activities are confined to the sending of munitions and men to Europe as it is impossible for the enemy to get away from his present position.

The past spring season, when conditions were precisely as they are now and will be so long as the war lasts, we had the greatest number of guests in our Japan-China Tours in the history of our company. It is interesting to note also that this membership, distributed among several small parties, was nearly five times the number taken by our nearest competing friends and far more than the total number taken by all other tourist companies combined. From reports that have come to us the past summer we have reason to believe that when the same people go long-distance traveling again the vote for Raymond-Whitcomb Service will be practically unanimous.

It is clear that the public of long-distance travel has accepted The Pacific Lands for their happy hunting grounds during this period, far away from turbulence and turmoil, and that by far the greater part of this public has found out about the exceptional Raymond-Whitcomb Service.

The preponderance in our favor came in spite of the accepted fact that our scale of rates is higher than that of any other company. This means that it is now well understood that Raymond & Whitcomb Company stands for the

best attainable in travel and that our method is first to make the tour and all its details as nearly perfect as is humanly possible and then to charge only what is necessary to make this effective. This contrasts with the usual method of making the rate just as low as possible and then paring down many little but important details to fit the rate.

We have believed that people who can afford to take such a trip at all would prefer to pay enough to have the conditions right. The results have abundantly justified our belief.

### Raymond-Whitcomb First

A very pleasing and natural corollary is that it is now the gossip of hotel and transportation men in The Far East that "Raymond-Whitcomb bring out not only by far the most people but by far the best class of people," and they express wonder at the evident fact. One of the effects is that in the offices of the best hotels the understanding is, "Take care of the Raymond-Whitcomb people first."

Another is that you who have this delightful experience before you have the assurance that in coming with us you will have for associates the best type of people—your own kind—and this is one of the special satisfactions we offer you.

As to these prices of ours we have been obliged to increase them somewhat. The past season showed a general rise in costs all through our routes so we are faced with the necessity either of reducing the quality of our tours—paring down details and the like—or of making the rates cover the advanced costs and so keep to our high standard. In such case we cannot hesitate, for we are appealing to the discriminating traveler who demands the best in all things—to you—and must give you what the Raymond-Whitcomb name leads you to expect. This for your satisfaction of the present and for ours of the future, for we can never be satisfied to be a tourist company of the ordinary kind.

We await your approval of our standards with confidence. We are sure you will be satisfied with nothing less than the best—what we offer you—when you go.

Why not do your going in 1918 and bring to a fascinating actuality your long-time dreams?

The conditions all are perfect; the steamships used (both for Japan-China and Australasia) are among the few

largest and most beautiful in any of the world's waters, and the hotels and train services are always comfortable and often luxurious.

In the following pages we offer you plans varying in scope and duration but each perfect according to the time allotted.

### Unique Novelties

Our Japan-China itineraries offer a number of novel and unique features, such as the pure-Chinese Hang Chow and Kiao Chou (Tsing Tau), which Japan took from Germany during the first months of the war when Germany was clean-cutly driven out of the Pacific.

Hang Chow was visited by our guests last spring for the first time by any tourist party, while our parties announced in this book will have the satisfaction of being the first ever to visit Kiao Chou.

These and others are novelties of detail in an old field, while in the case of our South Sea Islands and Australasia Tour the entire trip, the complete field, is a novelty.

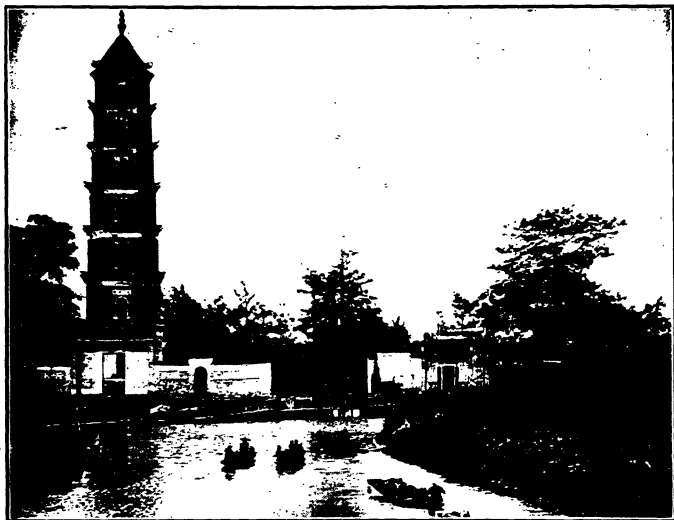
Our pioneer party over this route the past season was unqualifiedly enthusiastic in its enjoyment and praise. We strongly recommend this new tour, especially to you who have already been to Japan-China and South America, and to everyone without exception the longer plan returning by way of Japan and China.

Again as to our service, there is absolutely no question that Raymond and Whitcomb Company has the finest and best Round the World staff in the whole tourist field, and this exceptional staff at this exceptional time is ready to serve you in an exceptional way.

To those of you who have not been with us we state the simple fact—that every detail of travel on these Tours is of the best, the parties are small, our Managers are gentlemen as well as experts in their respective fields, and that if you join us we intend to take care of you in the spirit as between host and guests—and to make you our friends.

Won't you come?

**Note**—See pages 8 and following for the description of our Plans.



A Chinese Pagoda

### WHAT THE MEMBERSHIPS INCLUDE

These prices cover all traveling expenses for the entire periods named in the itineraries with first-class passage by railway, steamship, automobile, motor coach and all other modes of conveyance; hotel accommodations at the *best* hotels; incidental meals, drives, jinrikishas every day in Japan except only when automobiles are used; side-trips, transfers, fees of guides and interpreters, admission fees, and services of Tour Managers; sleeping car berths in cases where night travel by rail is necessary, and the transportation of a steamer trunk, a large trunk, and hand baggage. When taking excursions into certain interior districts the baggage is necessarily reduced to a minimum as, for example, in New Zealand where automobiles and motor-coaches are frequently used between halting places. All necessary traveling expenses for the entire trip are thus included, aside from steward's fees, laundry charges and wines or mineral waters which are necessarily personal expenses.

## NOTES

Passports are necessary.

The tickets do not cover expenses incurred from detention by enforcement of quarantine regulations, or for any other reason beyond the control of the management or its representatives. Baggage being a personal responsibility, should be insured.

Rooms with private bath are not included, and of course not charged for in the advertised rates. However, every effort will be made to obtain such rooms for members who order them at or before the time of the final payment, the necessary extra charge being paid to the various hotels furnishing such accommodation. Steamship accommodation is provided according to the rules of the Toyo Kisen Kaisha.

In acting for the various railroads and steamship companies, as well as for all other companies or individuals furnishing transportation or service of any kind, Raymond & Whitcomb Company do so only in the capacity of agents, and as such will not be liable for any delay, accident, or loss occasioned by the negligence of any person or company entrusted with such transportation or service.

Raymond & Whitcomb Company will not be responsible for any delay or detention caused by the change of dates of sailing of any Steamers.

It may be necessary to alter or modify the program where the comfort and welfare of the passengers can be enhanced thereby, or when circumstances beyond the control of the conductor render such a course necessary. Only such alterations of the program will be made as the case demands.

## REGISTRATION METHODS

The parties will be limited in numbers, hence the desirability of early registration. A deposit of fifty dollars (credited against the final payment) insures a place, and in case of withdrawals on account of illness, business engagements or any other cause, prompt notice is requested so that the vacancy may be filled by the next applicant. All memberships should be paid for at least *thirty-five days* in advance of the date of leaving. An early decision is important in order that the necessary places on trains, steamers and at hotels may be secured to your own advantage.

**The arrangements throughout are of the highest order possible, and everything will be done for the comfort and pleasure of our guests.**



## RAYMOND-WHITCOMB TOURS

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*See the Introductory Article regarding our Prices*

### **THE PHILIPPINES-CHINA-KOREA-JAPAN TOUR**

#### **(Plan A)**

Sailing from San Francisco January 23, 1918 by steamship "Korea Maru" (20,000 tons), arriving at San Francisco on the return on June 27. Including Honolulu, four weeks in the Philippines, South China, North China, Manchuria, Korea and over a month in Japan in the beautiful season of Wistaria and Iris. (See page 10).

Rate for the Tour, First-Class Throughout, San Francisco to San Francisco .....\$1965

### **THE CHINA-KOREA-JAPAN TOUR**

#### **(Plan B)**

To sail January 23 from San Francisco by the S.S. "Korea Maru" stopping at the usual Ports including Manila and arriving at Hong Kong February 25. From this point the itinerary is quite the same, varying only in dates (giving Japan in Cherry Blossom Time), with Plan "A" back to San Francisco where the arrival is May 20. (See page 18).

Rate for the Tour, First Class Throughout, San Francisco to San Francisco .....\$1565

### **THE CHINA-KOREA-JAPAN TOUR**

#### **(Plan C)**

To sail February 15th from San Francisco by the "Tenyo Maru" (22,000 tons) stopping at the usual ports including Manila, and a week in Hong Kong. From this point to Canton, Macao, and Shanghai, North China, Manchuria, Korea and over a month in Japan in the beautiful Season of Wistaria and Iris. Arriving in San Francisco on the return journey on June 17. (See page 23).

Rate for the Tour, First Class Throughout, San Francisco to San Francisco .....\$1565

### **THE CHINA-JAPAN TOUR**

#### **(Plan D)**

To sail February 15 from San Francisco by the "Tenyo Maru" (22,000 tons) stopping at the usual points including

Manila and a week in Hong Kong. From this point the itinerary includes a visit to Canton, Macao, Shanghai, and Nagasaki, then a month's Tour through Japan in Cherry Blossom Time with arrival at San Francisco May 20.  
(See page 28).

Rate for the Tour, First Class Throughout, San Francisco to San Francisco.....\$1135

## THE JAPAN TOUR

### (Plan E)

This arrangement is for independent First Cabin Ticket from San Francisco March 13, by the steamship "Shinyo Maru" (22,000 tons) through to Kobe, Japan (with incidental stop at Honolulu), thence through Japan in Cherry Blossom Time with our Party "D", returning across the Pacific to San Francisco, arriving May 20th.

Rate for the Tour, First Class Throughout, San Francisco to San Francisco.....\$835

## THE PHILIPPINES-CHINA-JAPAN TOUR

### (Plan F)

To sail from San Francisco on January 23rd, having everything with Plan "A" Tour up to departure from Manila March 18th, there joining party "D" Tour and arriving in America May 20th.

Rate for the Tour, First Class Throughout, San Francisco to San Francisco.....\$1485

The return portions of the steamship tickets of the Toyo Kisen Kaisha issued in connection with the above Tours are interchangeable with the Canadian Pacific Ocean Services Limited and vice versa and therefore passengers can return independently to America if they so desire by either the Northern or Southern route (providing there is accommodation on any steamer selected).



The Luneta of Manila

## **The Philippines-China-Korea-Japan Tour**

### **Itinerary (PLAN A)**

The sailings are approximate; the exact dates will be given in ample time to the members.

Wednesday, January 23, 1918. We sail from San Francisco by the splendid steamship "Korea Maru" of the Toyo Kisen Kaisha (Oriental Steamship Company).

Tuesday, January 29. Stop at Honolulu, where we take automobiles for a drive to the principal points of interest and luncheon at the Alexander Young Hotel.

Saturday, February 9. Incidental stop at Yokohama. The sight-seeing will be taken on the second visit to the Japanese cities.

Wednesday, February 13. Stop at Kobe.

Saturday, February 16. Stop at Nagasaki, where we take jinrikishas all about the city.

### **FOUR WEEKS IN THE PHILIPPINES**

#### **Luzon**

Thursday, February 21. We arrive at Manila, where we stop at the magnificent new Manila Hotel, which is claimed to be the finest hotel in all the Far East. As until recently Manila has sadly needed a good

hotel, this now proves a God send to the tourist and turns Manila into a great pleasure resort. We shall take automobiles to Binonda, the Escolta, the Luneta, Old Town, Bilibid Prison, the native "Shacks," Germinal Cigar and Cigarette Factory, where 2500 men, boys and girls are employed, and to the pina and juce cloth shops.

During our visit at Manila we shall on different days make excursions to Cavite, to Fort William McKinley along the Pasig River through lovely tropical scenes.

One of the joys of Manila is the concert by one of the Government bands nearly every evening on the world-famous Luneta. Here the beauty and fashion of our principal tropical capital congregate and show one of the most delightful pictures of its kind that the world presents.

The traveler who thinks the day or so at Manila while his ship is in port gives him an idea of The Philippines makes a great mistake.

The American resident of the Islands will tell you that, ~~enjoyable~~ as Manila is, it is absolutely necessary to go into the interior of Luzon and visit some of the other islands to find the real thrill of travel pleasure that our Far Eastern colonies are ready to show you.

The Raymond & Whitcomb Company, as an American institution, finds peculiar satisfaction in presenting this delightful opportunity to the pleasure traveler for a real knowledge of the beauties, native industries and problems of the "American East Indies."

The interior of Luzon itself shows remarkable mountain scenery and splendid roads fortunately lead to and through it. To see this at its best we shall make a most delightful excursion to **Baguio**, the Government Summer Resort. This trip is by train to **San Fabian**, from which point we take motor cars for the wonderful ride over the great **Benguet Road** to **Baguio**, where we stop at the charming **Hotel Pines**. Five or six days will be devoted to this detour from Manila, giving us time for excursions from **Baguio** to **Camp John Hay**, **Mount Mirador**, and **Trinidad Valley**.

On the return to Manila one day's travel brings us from November to June.

Saturday, March 2. We sail from Manila about this date by one of the excellent Inter-Island steamers, beginning the nine days' excursion which will give one of the most delightful experiences of the entire tour.

The trip is described by one writer as "abounding in beautiful scenery, rivaling the Inland Sea of Japan at its best."

### THE VISAYAN GROUP

#### Cebu

Monday, March 4. We arrive at Cebu, 357 miles from Manila. Cebu city is the capital of Cebu Province, the latter occupying all the center of the southern part of the Visayan Islands, surrounded by the Visayan Sea. There is a fine harbor formed by the Island Mactan and the low island and coral reefs which protect it from all winds. The population of the Province is over 500,000 and Cebu itself is a town of about 65,000, described as a "fascinating mixture of the old and the new."



Stripping Hemp in Cebu

The "Rizal" holds the cross which according to tradition was planted by Magellan in Cebu in taking possession of the Island, while in front of the city on the little Island of Mactan, Magellan, a victim of his own rashness, ended his days.

The Stone Fort, set directly on the point in the harbor, was built by the Spanish and as would be expected of a Spanish Fort is satisfyingly picturesque. In the same neighborhood stands the Augustinian church and convent where the sacristan shows the curious image known as the "Holy Child of Cebu." It is agreed by authorities that this was given by Magellan in 1521 to the temporarily converted wife of the rajah of Cebu. Cebu is the oldest European city in the Philippines and one of the oldest occidental settlements in the Far East; altogether a very fascinating and pictorial place.

We shall drive to some of the suburbs, among which are Mandane, Talamban, El Pardo, Talisay and San Nicolas.

In the waters along the coast are found the celebrated Regadera de Cebu, the glass sponge or Venus Flower Basket, the only one of its genus, and the rare and much sought shell, gloria maris.

The shops also show fascinating local products, including pottery, pina and juce cloth and fabrics of silk.

The Visayans will be found a most interesting people, and altogether the visit to Cebu will prove a memorable experience.

Tuesday, March 5. Continue on our steamer from Cebu.

### Iloilo

Thursday, March 7. We arrive at Iloilo, situated on the Island of Panay of the Visayan group, 297 miles from Manila.

## JAPAN-CHINA-AUSTRALASIA

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The coast approaching Iloilo Strait from the north is indented with a number of bays sheltered by numerous islands. The province has excellent gravel roads and the principal towns are in easy connection with the city of Iloilo. The population is about 40,000 and next to Manila this city claims to be the most important commercial port in the Philippines in exports and imports, the former including tobacco, rice and coffee. This claim, however, is disputed in a dignified way by Cebu and there is an amiable contest between the two cities for the rank of second city.

The province has a population of nearly half a million covering a widely diverse people. In the coast towns there are many European and Chinese half castes and Chinese besides the natives. The latter are largely Visayan, but out of town are many Negritos, Aetas and other strange races.

We shall drive into the country and to the nearby towns and obtain an excellent idea here as well as around Cebu of typical Philippine people's industries and tropical landscapes of which the visit only to Manila gives but one of several aspects.

Saturday, March 9. We sail on the same steamer from Iloilo.

Monday, March 11. We arrive again at Manila, and go again to our beautiful hotel.

Monday, March 18. We sail from Manila by the steamship "Tenyo Maru."

### SOUTH CHINA

Wednesday, March 20. We arrive at Hong Kong and go to the Hong Kong Hotel.

We shall make excursions to Kowloon, Happy Valley and to see the famous view from Victoria Peak.

An automobile ride to Aberdeen on the farther side of the island will also be taken, passing through splendid scenery with ideal roads.

Thursday, March 21. We sail by excellent night steamer from Hong Kong for Canton.

Friday, March 22. We arrive early in the morning at Canton, where we spend two most interesting days taking chairs for our sight-seeing expeditions through streets that in many places are so narrow that the buildings on both sides can be reached simply by stretching out one's arms.

Saturday, March 23. Return by steamer from Canton to Hong Kong.

It may be found possible to proceed direct to Macao by steamer, in which case we shall do so and return to Hong Kong after we have seen Macao, a bit of Portugal dropped down in China, a very attractive picture.

Friday, March 29. We sail from Hong Kong by steamship "Tenyo Maru" for Shanghai.

Monday, April 1. Arrive at Shanghai. Astor House or Palace Hotel.

Wednesday, April 3. We now go to see one of the "star attractions" of the Far East, a feature full of novel and unique interest—

## RAYMOND-WHITCOMB TOURS

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Hang-Chow with its Great Tides, Grand Canal and lovely Lake Si-wu which no traveler to the Far East can afford to miss.

Thursday, April 4. We arrive in **Hang-Chow**, which arouses in the traveler, a feeling of the most extreme enthusiasm. Here is a great Chinese walled city, quite off the beaten path of tourists and entirely unspoiled by European and American influence. Except for an invisible handful of customs officers and missionaries it is absolutely *pure Chinese*. This is a most important thing to the pleasure traveler for even in Peking and Canton there are important "foreign" colonies.

Thus the thronging life, amusing scenes and curious customs we shall find diverting and fascinating in an unusual degree.

The famous Grand Canal of China, nine hundred miles long, has its beginning here, and its traffic of odd-shaped junks and sampans and the lively street scenes on both banks will interest us keenly.

Then the Great Tide, or Great Bore, of Hang-Chow, celebrated the world over, will give us a thrill in the seeing and satisfaction in the memory of having seen. The greatest, most overwhelming effects come in the Spring.

We shall take a ride in chairs through and around the city and make a particularly delightful excursion by chairs to—and sampans on—**Lake Si-wu**. Praises of Si-wu's scenic beauty have been sung by travelers and poets of China from Marco Polo down through the years to our own time.

Literal renderings of Chinese names for well-loved views of the lake suggest its beauties and the admiration they inspire.

We shall take delight in "Wave-like willows, to hear golden orioles," "Clouds-holding twin peaks," "Evening sunlight on Lei-fung Hill," and "Day-dawn bell-sound on Nan-ping Hill," and others of "The Ten Sights"—or Thirty-Six, or Seventy-Two Sights, according to the poet you chance to favor.

Altogether, our visit to Hang-Chow will prove one of the outstanding happy memories of the entire journey.

Saturday, April 6. We return to Shanghai by train through a country-side replete with interest for western eyes.

### NORTH CHINA AND KIAO-CHOU.

Monday, April 8. Leave Shanghai in the morning by train and arrive at Nankin in the afternoon. Bridge House Hotel.

Tuesday, April 9. In and around Nankin one of the ancient capitals of China a walled city since the 5th century.

Wednesday, April 10. Leave Nankin in the afternoon by sleeping car train over the new Tientsin-Pukow route for Tsinanfu.

Thursday, April 11. Arrive at Tsinanfu in the morning and in the afternoon we shall arrive at the concession of Kiao-Chou and the town of Tsingtau another of the star features of the tour. Grand Strand Hotel.

Friday, April 12. In and around Tsingtau. The concession of Kiao-Chou and the town of Tsingtau the territory leased to Germany was the scene of much fighting during the months of August and November 1914 during which period the town was besieged by the Japanese

## JAPAN-CHINA-AUSTRALASIA

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and English and attacked both by land and by sea. The siege was commenced in the month of August and the Germans capitulated on the 7th of November 1914.

Everything interesting will be visited and excursions will be made to the forts and the battlefields and as the most important forts and mementoes of war have been left practically as they were at the cessation of hostilities, our visit here should give us a very excellent idea of what modern fortress fighting is like.

Saturday, April 13. Leave Tsingtau in the morning by train.

Sunday, April 14. We arrive at Peking. Grand Hotel des Wagons Lits. Peking is entirely different in every way from every other city in China, and it is not possible as some may think to be satisfied with a visit to Canton only, in the thought that this City is typical of everything in China. Each of these Cities is intensely interesting while differing absolutely in character. Peking for nine hundred years under different names has been the capital of China, and during the many years of Imperial residence, beautiful buildings, temples and altars have been built typifying the magnificence of the old Tartar rulers. The influence of the foreigner has made little or no difference here and the change from a monarchy to a republic has been of material benefit to the tourist, as many wonderful palaces and buildings which in the old days were never or seldom permitted to be seen, are now open to the public. The streets of Peking are unusually wide and the scenes therein are to an extraordinary degree colorful and spectacular.

It is a matter of course that the sightseeing in this great capital will be of a most thorough going sort and everything that a tourist would wish to see in the city will be seen, and an automobile trip will be taken to the famous summer palace about eleven miles from Peking situated in lovely grounds with a beautiful lake spanned by a white marble bridge.

A two-day excursion from Peking will be taken to Nankow to enable a visit to be made to the Ming Tombs and to Chinglungchaio in order to see and stand on the Great Wall of China.

Wednesday, April 24. We leave by express train for Tientsin. Astor House. Drive about the city to everything of interest.

### MANCHURIA

Thursday, April 25. We continue by train, arriving in the evening at Mukden. Yamato Hotel. An optional excursion can be arranged to Port Arthur for those who desire it.

Friday, April 26. Take carriages about the city.

Saturday, April 27. Leave by day train for Antung and Shingishu and after dinner proceed by sleeping car train to Seoul.

### KOREA

Sunday, April 28. We arrive at Seoul, the capital of Korea. Chosen Hotel. The people and customs of Seoul are amusing and interesting and they will be found to differ entirely from those of China and Japan on both sides of them.



## RAYMOND-WHITCOMB TOURS

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— Thursday, May 2. We continue by express train of American built cars to **Fusan**, where we embark on a comfortable steamer for the ferriage across to the Japanese coast.

### JAPAN IN THE BEAUTIFUL SEASON OF WISTARIA

Friday, May 3. We arrive early in the morning at **Shimonoseki**. Continue by express train from Shimonoseki and arrive at 2.27 p. m. at Miyajima station where the steam ferry is taken across to the exquisitely beautiful **Sacred Island of Miyajima**, the first of the **San Kei**, or "Three Chief Sights" of Japan.

The far-famed Water Torii, a favorite theme of Japanese artists, will be visited.

Saturday, May 4. Proceed to **Kobe**. **Oriental Hotel**.

Monday, May 6. Proceed to **Osaka**. Take jinrikishas about the city, and after luncheon continue to **Kyoto**, the most typical Japanese city in the Empire. **Kyoto Hotel**. There will be excursions to **Lake Biwa** and the **Big Pine Tree**, **Oigawa** or **Hozu-gawa Rapids** and **Arashi-Yama**, the latter being one of the famous places of Nippon for natural beauty. During the week the novel experience of a Japanese dinner at a native Tea-House with Geishas, Moikos, or Dancing Girls, in attendance, will be enjoyed. An optional excursion, without extra charge, will also be offered to visit **Amo-no-Hashidate**, the second of the **San Kei**. This excursion requires two days and is recommended only to those willing to sacrifice comfort for one night.

Wednesday, May 15. We take train to **Nara**, one of the ancient capitals of Japan, famous for its **Deer Park** and giant **Dai Butsu**. **Nara Hotel**.

Friday, May 17. We take train to **Yamada-in-Ise**. **Gonikai Hotel**.

Monday, May 20. We make a delightful excursion from **Yamada** to **Futami**, **Toba** and **Hiyori-Yama**. The two most sacred Shinto Shrines, **Geku** and **Naiku**, will also be visited.

Tuesday, May 21. By rail to **Nagoya**, passing through the attractive valley of the **Kwansai**. **Nagoya Hotel**. We visit the **Castle**, the most perfect specimen of this style of architecture in Japan, and the great **Hongwanji Temple**.

Wednesday, May 22. Continue by way of **Kodzu** to the beautiful mountain resort of **Miyanoshita**. **Fujiya Hotel**. Excursion to **Lake Hakone** in chairs or on ponies, according to individual preference. On the way we obtain a beautiful view of the sacred **Fuji-yama**. There are delightful walks from our hotel in every direction, including one of great charm to the **Gold Fish Tea House** at **Kiga**.

Monday, May 27. Proceed by Motor Car via **Yumoto** and **Oda-wara** to **Kodzu**, thence by train to **Tokyo**, arriving for luncheon. **Imperial Hotel**. Because of the unusual distances to be covered Automobiles will be used for the sightseeing.

Thursday, May 30. Leave **Uyeno Station** for **Nikko** in the forenoon. Luncheon en route. **Nikko Hotel** or **Kanaya Hotel**.

Friday, May 31 to Tuesday, June 4. Will be spent in **Nikko**



Camel Square in Peking

with excursions to Chuzenji, and visits to the Temples of the First and Third Shoguns, and to the Sacred Red Lacquer Bridge.

Northward from Nikko is the third of the famous San Kei or three chief sights of Japan where hundreds of fantastically formed lava Islands dot the bay, these Islands in turn surmounted by Japanese pine trees no less fantastic than the Islands from which they spring forth, and an excursion can be arranged for those of our Guests who would be willing to sacrifice comfort for two days.

Wednesday, June 5. We proceed by day train to Yokohama, where we go to the Grand Hotel for a restful visit.

Wednesday, June 5 to Monday June 10. In Yokohama, with jinrikishas to everything of interest, and on one day an excursion by Automobile to the famous Dai Butsu of Kamakura.

Tuesday, June 11. We sail after luncheon by the Steamship "Siberia Maru" (20,000 tons). Hotel accommodations end with luncheon on this day.

### HAWAII

Thursday, June 20. We call again at Honolulu.

### THE HOMELAND

Thursday, June 27. We arrive at San Francisco where our fascinating tour ends.

Rate for the Tour, First Class Throughout, San Francisco to San Francisco ..... \$1965

*See the Introductory Article regarding our Prices*

## The China-Korea-Japan Tour

### Itinerary (PLAN B)

The sailings are approximate; the exact dates will be given in ample time to the members.

Wednesday, January 23, 1918. We sail from San Francisco on the steamship "Korea Maru" of the Toyo Kisen Kaisha (Oriental Steamship Company) and follow the itinerary of Plan A up to its arrival at Manila.

Thursday, February 21. We arrive at Manila where we remain while the steamer is in port, probably about two days, making our headquarters at the magnificent new Manila Hotel. Automobiles will be taken for comprehensive rides about the city and the Escolta, the Luneta, Old Town, Bilibid Prison and the Germinal Cigar and Cigarette Factory will be visited.

Saturday, February 23. Sail again on the "Korea Maru."

### SOUTH CHINA

Monday, February 25. Arrive Hong Kong. Hong Kong Hotel. We shall make excursions to Kowloon, Happy Valley and to see the famous view from Victoria Peak.

An automobile ride to Aberdeen on the farther side of the island will also be taken.

Wednesday, February 27. We sail by excellent night steamer from Hong Kong for Canton.

Thursday, February 28. We arrive early in the morning at Canton, where we spend two most interesting days taking chairs for our sight-seeing expeditions through streets that in many places are so narrow that the buildings on both sides can be reached simply by stretching out one's arms.

Friday, March 1. Return by steamer to Hong Kong.

It may be found possible to proceed direct to Macao by night steamer in which case we shall do so and return to Hong Kong on Saturday.

Saturday, March 2. We arrive at Hong Kong in the morning and proceed by afternoon boat to Macao, a bit of Portugal dropped down in China, a very attractive picture.

Wednesday, March 6. We sail from Hong Kong by the "Korea Maru" for Shanghai.

Saturday, March 9. Arrive at Shanghai. Astor House.

Tuesday, March 12. We now go to see one of the "star attractions" of the Far East, a feature full of novel and unique interest—Hang-Chow with its Great Tides, Grand Canal and lovely Lake Si-wu, which no traveler to the Far East can afford to miss.

Wednesday, March 13. We arrive in Hang-Chow, which arouses in the traveler a feeling of the most extreme enthusiasm. Here is a great Chinese walled city, quite off the beaten path of tourists and entirely

unspoiled by European and American influence. Except for an invisible handful of customs officers and missionaries it is absolutely *pure Chinese*. This is a most important thing to the pleasure traveler for even in Peking and Canton there are important "foreign" colonies. Thus the thronging life, amusing scenes and curious customs we shall find diverting and fascinating in an unusual degree.

The famous Grand Canal of China, nine hundred miles long, has its beginning here, and its traffic of odd-shaped junks and sampans and the lively street scenes on both banks will interest us keenly.

Then the Great Tide, or Great Bore, of Hang-Chow, celebrated the world over, will give us a thrill in the seeing and satisfaction in the memory of having seen. The greatest, most over-whelming effects come in the Spring.

We shall take a ride in chairs through and around the city, and make a particularly delightful excursion by chairs to—and sampans on—Lake Si-Wu. Praises of Si-Wu's scenic beauty have been sung by travelers and poets of China from Marco Polo down through the years to our own time.

Literal renderings of Chinese names for well-loved views of the lake suggest its beauties and the admiration they inspire.

We shall take delight in "Wave-like willows, to hear golden orioles," "Clouds-holding twin peaks," "Evening sunlight on Lei-Fung Hill," and "Day-dawn bell-sound on Nan-ping Hill," and others of "The Ten Sights"—or Thirty-Six, or Seventy-Two Sights, according to the poet you chance to favor.

Altogether, our visit to Hang-Chow will prove one of the outstanding happy memories of the entire journey.

Friday, March 15. We return to Shanghai by train through a country-side replete with interest for western eyes.

### NORTH CHINA AND KIAO-CHOU

Monday, March 18. Leave Shanghai in the morning by train and arrive at Nankin in the afternoon. Bridge House Hotel.

Tuesday, March 19. In and around Nankin one of the ancient Capitals of China a walled City since the 5th Century.

Wednesday, March 20. Leave Nankin in the afternoon and after ferrying across the Yangtse Kiang proceed by Sleeping Car train over the new Pukow-Tientsin route for Tsinanfu.

Thursday, March 21. Arrive at Tsinanfu in the morning and in the afternoon we shall arrive at the concession of Kiao-Chou and the town of Tsingtau another of the "Star features" of the Tour. Grand Strand Hotel.

Friday, March 22. In and around Tsingtau. The concession of Kiao-Chou and the town of Tsingtau the territory leased to Germany was the scene of much fighting during the months of August and November 1914, during which period the town was besieged by the Japanese and English and attacked both by land and by sea. The siege commenced in the month of August and the Germans capitulated on the 7th of November 1914.

Everything interesting will be visited and excursions made to the

forts and the battlefields and as the most important forts and mementoes of war they have been left practically as they were at the cessation of hostilities our visit here should give us a very excellent idea of what modern fortress fighting is like.

**Saturday, March 23.** Leave Tsingtau by train.

**Sunday, March 24.** We arrive at **Peking**. The Grand Hotel des Wagons Lits. Peking is entirely different in every way from every other city in China, and it is not possible as some may think to be satisfied with a visit to Canton only, in the thought that this city is typical of everything in China. Each of these cities is intensely interesting while differing absolutely in character. Peking for nine hundred years under different names has been the capital of China and during the many years of Imperial residence, beautiful buildings, temples and altars have been built typifying the magnificence of the old Tartar rulers. The influence of the foreigner has made little or no difference here and the change from a monarchy to a republic has been of material benefit to the tourist as many beautiful palaces and buildings which were never or seldom permitted to be seen in the old days are now freely open to the public. The streets of Peking are unusually wide and the scenes therein are to an extraordinary degree colorful and spectacular. It is a matter of course that the sightseeing in this great capital will be of a most thoroughgoing sort and everything that a tourist would wish to see in the city will be seen, and an Automobile trip will be taken to the famous Summer Palace about eleven miles from Peking situated in lovely grounds with a beautiful lake spanned by a white marble bridge.

A two-day excursion from Peking will be taken to **Nankow** to enable a visit to be made to the **Ming Tombs** and to **Chinglungchaio** in order to see and stand on the Great Wall of China.

**Monday, April 1.** We leave by express train for **Tientsin**. Astor House. Drive about the city to everything of interest. We leave **Tientsin** in the evening by sleeping car train for **Mukden**.

### MANCHURIA

**Tuesday, April 2.** We arrive in the evening at **Mukden**. Yamato Hotel. An optional excursion to Port Arthur will be given those who desire it.

**Wednesday, April 3.** Take carriages about the city.

**Thursday, April 4.** Leave by day train for **Antung** and **Shingishu** and after dinner proceed by sleeping car train to **Seoul**.

### KOREA

**Friday, April 5.** We arrive at **Seoul**, the capital of Korea. Chosen Hotel. The people and customs of Seoul are amusing and interesting and they will be found to differ entirely from those of China and Japan on both sides of them. At the proper time we continue by express train of American built cars to **Fusan**, where we embark on a comfortable steamer for the ferriage across to the Japanese Coast.

## JAPAN IN THE CHERRY BLOSSOM SEASON

**Monday, April 8.** We arrive early in the morning at **Shimonoseki**.

Continue by express train from **Shimonoseki** and arrive at 2.27 p. m. at **Miyajima Station** where the steam ferry is taken across to the exquisitely beautiful **Sacred Island of Miyajima**, the first of the **San Kei**, or "Three Chief Sights" of Japan. The far-famed **Water Torii**, a favorite theme of Japanese artists will be visited.

**Tuesday, April 9.** Proceed to **Kobe**. **Oriental Hotel**.

**Wednesday April 10.** Proceed to **Osaka**. Take jinrikishas about the city and after luncheon continue to **Kyoto**, the most typical Japanese City in the Empire. **Kyoto Hotel**. There will be excursions to **Lake Biwa** and the **Big Pine Tree**, **Oigawa** or **Hozu-gawa Rapids** and **Arashi-Yama**, the latter being one of the famous places of **Nippon** for natural beauty. During the week the novel experience of a Japanese dinner at a native **Tea-House** with **Geishas**, **Moikos** or **Dancing Girls**, in attendance, will be enjoyed. An optional excursion, without extra charge, will also be offered to visit **Amo-no-Hashidate**, the second of the **San Kei**. This excursion requires two days and is recommended only to those willing to sacrifice comfort for one night.

**Wednesday, April 17.** We take the train to **Nara**, one of the ancient capitals of Japan, famous for its **Deer Park** and giant **Diabutsu**. **Nara Hotel**.

**Friday, April 19.** We take train to **Yamada-in-Ise**. **Gonikai Hotel**. We make a delightful excursion from **Yamada** to **Futami**, **Toba** and **Hiyori-Yama**. The two most sacred **Shinto Shrines**, **Geku** and **Naiku**, will also be visited.

**Sunday, April 21.** By rail to **Nagoya**, passing through the attractive valley of the **Kwansai**. **Nagoya Hotel**. We visit the **Castle**, the most perfect specimen of this style of architecture in Japan, and the great **Hongwanji Temple**.

**Monday, April 22.** Continue by way of **Kodzu** to the beautiful mountain resort of **Miyanoshita**. **Fujiya Hotel**. Excursion to **Lake Hakone** in chairs or on ponies, according to individual preference. On the way we obtain a beautiful view of the sacred **Fuji-yama**. There are delightful walks from our hotel in every direction, including one of great charm to the **Gold Fish Tea House** at **Kiga**.

**Friday, April 26.** Proceed by **Motor Car** via **Yumoto** and **Oda-wara** to **Kodzu**, thence by train to **Tokyo**, arriving for luncheon. **Imperial Hotel**. Because of the unusual distances to be covered, automobiles will be used for the sightseeing.

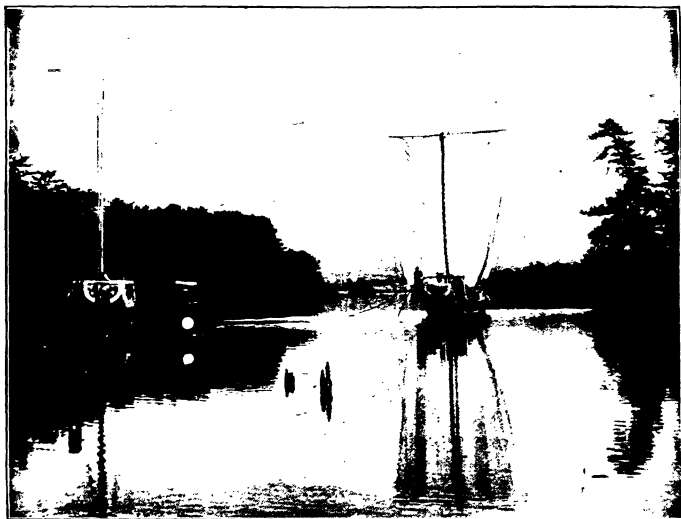
**Monday, April 29.** Leave **Uyeno Station** for **Nikko** in the forenoon. Luncheon en route. **Kanaya Hotel** or **Nikko Hotel**.

Excursions to **Chuzenji**, and visits to the **Temples of the First and Third Shoguns**, and the **Sacred Red Lacquer Bridge**.

Northward from **Nikko** is the third of the famous **San Kei** or three chief sights of Japan where hundreds of fantastically formed lava Islands dot the bay, these Islands in turn surmounted by Japanese pine trees no less fantastic than the Islands from which they spring forth, and an

## RAYMOND-WHITCOMB TOURS

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Fujiyama from Lake Hakone

excursion can be arranged for those of our Guests who would be willing to sacrifice comfort for two days.

Thursday, May 2. We proceed by day train to Yokohama, where we go to the Grand Hotel.

Friday, May 3. Excursion by automobile to the famous Dai Butsu of Kamakura.

Saturday, May 4. We sail after luncheon by the Steamship "Shinyo Maru" (22,000 tons). Hotel accommodations end with luncheon this day.

### HAWAII

Monday, May 13. We call again at Honolulu.

### THE HOMELAND

Monday, May 20. We arrive at San Francisco where our fascinating Tour ends.

Rate for the Tour, First Class Throughout, San Francisco to San Francisco .....\$1565

*See the Introductory Article regarding our Prices*

## The China-Korea-Japan Tour

### Itinerary (PLAN C)

The sailings are approximate; the exact dates will be given in ample time to the members.

Friday, February 15. Sail from San Francisco on the steamship "Tenyo Maru" of the Toyo Kisen Kaisha (Oriental Steamship Company).

### HAWAII

Saturday, February 16 to Thursday, February 21. Crossing the Pacific to Honolulu on the Island of Oahu, where a stay of sufficient length will be made to enable the party to drive, in automobiles, to the most interesting places in and about the capital of the Territory of Hawaii. Lunch at Alexander Young Hotel.

Thursday, February 21 to Sunday, March 3. On the Pacific Ocean en voyage from Honolulu to Japan. On one of the days herein named the steamer will cross the 180th meridian of longitude, "the point where day begins," and drop a day from the calendar, thus shortening the duration of the voyage, as here enumerated, twenty-four hours.

### JAPAN

Monday, March 4. Stop at Yokohama, to which place we are to return later. Continue by the same steamship.

Friday, March 8. Call at Kobe.

Monday, March 11. Stop at Nagasaki, taking jinrikishas to the Big Camphor Trees, the Bronze Horse Temple and about the city.

Saturday, March 16. We arrive at Manila where we remain while the steamer is in port, probably about two days, making our headquarters at the magnificent new Manila Hotel. Automobiles will be taken for comprehensive rides about the city and the Escolta, the Luneta, Old Town, Bilibid Prison and the Germinal Cigar and Cigarette Factory will be visited.

Monday, March 18. Sail again on the "Tenyo Maru."

### SOUTH CHINA

Wednesday, March 20. Arrive Hong Kong. To the Hong Kong Hotel.

We shall make excursions to Kowloon, Happy Valley and to see the famous view from Victoria Peak.

An automobile ride to Aberdeen on the farther side of the island will also be taken, passing through splendid scenery with ideal roads.

Thursday, March 21. We sail by excellent night steamer from Hong Kong for Canton.

Friday, March 22. We arrive early in the morning at Canton, where we spend two most interesting days taking chairs for our sight-



seeing expeditions through streets that in many places are so narrow that the buildings on both sides can be reached simply by stretching out one's arms.

Saturday, March 23. Return by afternoon steamer from Canton to Hong Kong.

It may be found possible to proceed direct to Macao by night steamer in which case we shall do so and return to Hong Kong after we have visited Macao, a bit of Portugal dropped down in China, a very attractive picture.

Friday, March 29. We sail from Hong Kong by steamship "Tenyo Maru" for Shanghai.

Monday, April 1. Arrive at Shanghai. Astor House.

Wednesday, April 3. We now go to visit one of the "star attractions" of the Far East, a feature full of novel and unique interest—Hang-Chow with its Great Tides, Grand Canal and lovely Lake Si-wu which no traveler to the Far East can afford to miss.

Thursday, April 4. We arrive in Hang-Chow, which arouses in the traveler a feeling of the most extreme enthusiasm. Here is a great Chinese walled city, quite off the beaten path of tourists and entirely unspoiled by European and American influence. Except for an invisible handful of customs officers and missionaries it is absolutely *pure Chinese*. This is a most important thing to the pleasure traveler for even in Peking and Canton there are important "foreign" colonies.

Thus the thronging life, amusing scenes and curious customs we shall find diverting and fascinating in an unusual degree.

The famous Grand Canal of China, nine hundred miles long, has its beginning here, and its traffic of odd-shaped junks and sampans and the lively street scenes on both banks will interest us keenly.

Then the Great Tide, or Great Bore, of Hang-Chow, celebrated the world over, will give us a thrill in the seeing and satisfaction in the memory of having seen. The greatest, most overwhelming effects come in the Spring.

We shall take a ride in chairs through and around the city and make a particularly delightful excursion by chairs to—and sampans on—Lake Si-wu. Praises of Si-wu's scenic beauty have been sung by travelers and poets of China from Marco Polo down through the years to our own time.

Literal renderings of Chinese names for well-loved views of the lake suggest its beauties and the admiration they inspire.

We shall take delight in "Wave-like willows, to hear golden orioles," "Clouds-holding twin peaks," "Evening sunlight on Lei-fung Hill," and "Day-dawn bell-sound on Nan-ping Hill," and others of "The Ten Sights"—or Thirty-Six, or Seventy-Two Sights, according to the poet your chance to favor.

Altogether, our visit to Hang-Chow will prove one of the outstanding happy memories of the entire journey.

Saturday, April 6. We return to Shanghai by train through a country-side replete with interest for western eyes.

### NORTH CHINA AND KIAO-CHOU

Monday, April 8. Leave Shanghai in the morning by train and arrive at Nankin in the afternoon. Bridge House Hotel.

Tuesday, April 9. In and around Nankin one of the ancient Capitals of China a walled City since the 5th Century.

Wednesday, April 10. Leave Nankin in the afternoon by sleeping car train over the Tientsin-Pukow route for Tsinanfu.

Thursday, April 11. Arrive at Tsinanfu in the morning and in the afternoon we shall arrive at the concession of Kiao-Chou and the town of Tsingtau, another of the "star features" of the Tour. Grand Strand Hotel.

Friday, April 12. In and around Tsingtau. The concession of Kiao-Chou and the town of Tsingtau the territory leased to Germany was the scene of much fighting during the months of August and November 1914 during which period the town was besieged by the Japanese and English and attacked both by land and by sea. The siege was commenced in the month of August and the Germans capitulated on the 7th of November 1914.

Everything interesting will be visited and excursions will be made to the forts and the battlefields and as the most important forts and mementoes of war have been left practically as they were at the cessation of hostilities, our visit here should give us a very excellent idea of what modern fortress fighting is like.

Saturday, April 13. Leave Tsingtau in the morning by train.

Sunday, April 14. We arrive at Peking. Grand Hotel des Wagons Lits. Peking is entirely different in every way from every city in China, and it is not possible as some may think to be satisfied with a visit to Canton only, in the thought that this city is typical of everything in China. Each of these cities is intensely interesting while differing absolutely in character. Peking for nine hundred years under different names has been the capital of China, and during the many years of Imperial residence, beautiful buildings, temples and altars have been built typifying the magnificence of the old Tartar rulers. The influence of the foreigner had made little or no difference here and the change from a monarchy to a republic has been of material benefit to the tourist as many wonderful palaces and buildings which in the old days were never or seldom permitted to be seen, are now open to the public. The streets of Peking are unusually wide and the scenes therein are to an extraordinary degree colorful and spectacular.

It is a matter of course that the sightseeing in this great capital will be of a most thoroughgoing sort and everything that a tourist would wish to see in the city will be seen and an automobile trip will be taken to the famous Summer Palace about eleven miles from Peking situated in lovely grounds with a beautiful lake spanned by a white marble bridge.

A two-day excursion from Peking will be taken to Nankow to enable a visit to be made to the Ming Tombs and to Chinglungchow in order to see and stand on the Great Wall of China.

Monday, April 22. We leave by express train for Tientsin.

## RAYMOND-WHITCOMB TOURS

Astor House. Drive about the city to everything of interest, and in the evening leave by sleeping car train for Mukden.

### MANCHURIA

Tuesday, April 23. We arrive in the evening at **Mukden**. Yamato Hotel. An optional excursion to Port Arthur can be arranged for those who desire it.

Wednesday, April 24. Take carriages about the city.

Thursday, April 25. Leave by day train for **Antung** and **Shingishu** and after dinner proceed by sleeping car train to Seoul.

### KOREA

Friday, April 26. We arrive at **Seoul**, the capital of Korea. Chosen Hotel. The people and customs of Seoul are amusing and interesting and they will be found to differ entirely from those of China and Japan on both sides of them.

Monday, April 29. We continue by express train of American built cars to **Fusan**, where we embark on a comfortable steamer for the ferriage across to the Japanese coast.

### JAPAN IN THE BEAUTIFUL SEASON OF WISTARIA

Tuesday, April 30. We arrive early in the morning at **Shimonoseki**.

Continue by express train from **Shimonoseki** and arrive at 2.27 p. m. at **Miyajima** station where the steam ferry is taken across to the exquisitely beautiful **Sacred Island of Miyajima**, the first of the **San Kei**, or "Three Chief Sights" of Japan.

The far-famed **Water Torii**, a favorite theme of Japanese artists, will be visited.

Wednesday, May 1. Proceed to **Kobe**. Oriental Hotel.

Thursday, May 2. Proceed to **Osaka**. Take jinrikishas about the city, and after luncheon continue to **Kyoto**, the most typical Japanese city in the Empire. **Kyoto Hotel**. There will be excursions to **Lake Biwa** and the **Big Pine Tree**, **Oigawa** or **Hozu-gawa Rapids** and **Arashi-Yama**, the latter being one of the famous places of Nippon for natural beauty. During the week the novel experience of a Japanese dinner at a native **Tea-House** with **Geishas**, **Moikos**, or **Dancing Girls**, in attendance, will be enjoyed. An optional excursion, without extra charge, will also be offered to visit **Amo-no-Hashidate**, the second of the **San Kei**. This excursion requires two days and is recommended only to those willing to sacrifice comfort for one night.

Saturday, May 11. We take train to **Nara**, one of the ancient capitals of Japan, famous for its **Deer Park** and giant **Dai Butsu**. **Nara Hotel**.

Monday, May 13. We take train to **Yamada-in-Ise**. **Gonikai Hotel**.

## JAPAN-CHINA-AUSTRALASIA

Tuesday, May 14, and Wednesday, May 15. We make a delightful excursion from Yamada to Futami, Toha and Hiyori-Yama. The two most sacred Shinto Shrines, Geku and Naiku, will also be visited.

Thursday, May 16. By rail to Nagoya, passing through the attractive valley of the Kwansai. Nagoya Hotel. We visit the Castle, the most perfect specimen of this style of architecture in Japan, and the great Hongwanji Temple.

Friday, May 17. Continue by way of Kodzu to the beautiful mountain resort of Miyanoshita. Fujiya Hotel. Excursion to Lake Hakone in chairs or on ponies, according to individual preference. On the way we obtain a beautiful view of the sacred Fuji-Yama. There are delightful walks from our hotel in every direction, including one of great charm to the Gold Fish Tea House at Kiga.

Tuesday, May 21. Proceed by Motor Car via Yumoto and Odawara to Kodzu, thence by train to Tokyo, arriving for luncheon. Imperial Hotel. Because of the unusual distances to be covered Automobiles will be used for the sightseeing.

Friday, May 24. Leave Uyeno Station for Nikko in the forenoon. Luncheon en route. Nikko Hotel or Kanaya Hotel.

Saturday, May 25 and Sunday, May 26. Will be spent in Nikko with excursions to Chuzenji, and visits to the Temples of the First and Third Shoguns, and to the Sacred Red Lacquer Bridge.

Northward from Nikko is the third of the famous San Kei or three great sights of Japan where hundreds of fantastically formed lava islands dot the bay, these islands in turn surmounted by Japanese pine trees no less fantastic than the islands from which they spring forth, and an excursion can be arranged for those of our guests who would be willing to sacrifice comfort for two days.

Monday, May 27. We proceed by day train to Yokohama, where we go to the Grand Hotel for a restful visit.

Monday, May 27 to Friday, May 31. In Yokohama, with jinrikishas to everything of interest, and on one day an excursion by Automobile to the famous Dai Butsu of Kamakura.

Saturday, June 1. We sail after luncheon on the steamship "Korea Maru". Hotel accommodations end with luncheon this day.

## HAWAII

Monday, June 10. Again at Honolulu.

## THE HOMELAND

Monday, June 17. We arrive at San Francisco where our fascinating Tour ends.

Rate for the Tour, First Class Throughout, San Francisco to San Francisco .....\$1565

*See the Introductory Article regarding our Prices*

## The China-Japan Tour

### Itinerary (PLAN D)

The sailings are approximate; the exact dates will be given in ample time to the members.

Friday, February 15. Sail from **San Francisco** on the steamship "Tenyo Maru" of the Toyo Kisen Kaisha (Oriental Steamship Company).

### HAWAII

Saturday, February 16 to Thursday, February 21. Crossing the Pacific to **Honolulu** on the Island of Oahu, where a stay of sufficient length will be made to enable the party to drive, in automobiles, to the most interesting places in and about the capital of the Territory of Hawaii. Lunch at Alexander Young Hotel.

Thursday, February 21 to Sunday, March 3. On the Pacific Ocean en voyage from Honolulu to Japan. On one of the days herein named the steamer will cross the 180th meridian of longitude, "the point where day begins," and drop a day from the calendar, thus shortening the duration of the voyage, as here enumerated, twenty-four hours.

### JAPAN

Monday, March 4. Stop at **Yokohama**, to which place we are to return later. Continue by the same steamship.

Friday, March 8. Call at **Kobe**.

Monday, March 11. Stop at **Nagasaki**, taking jinrikishas to the Big Camphor Trees, the Bronze Horse Temple and about the city.

Saturday, March 16. We arrive at **Manila** where we remain while the steamer is in port, probably about two days, making our headquarters at the magnificent new Manila Hotel. Automobiles will be taken for comprehensive rides about the city and the Escolta, the Luneta, Old Town, Bilibid Prison and the Germinal Cigar and Cigarette Factory will be visited.

Monday, March 18. Sail again on the "Tenyo Maru."

### CHINA

Wednesday, March 20. Arrive **Hong Kong**. To the Hong Kong Hotel.

We shall make excursions to Kowloon, Happy Valley and to see the famous view from Victoria Peak.

An automobile ride to **Aberdeen** on the farther side of the island will also be taken passing through splendid scenery with ideal roads.

Thursday, March 21. We sail by excellent night steamer from Hong Kong for Canton.

Friday, March 22. We arrive early in the morning at **Canton**, where we spend two most interesting days taking chairs for our sight-seeing expeditions through streets that in many places are so narrow that the buildings on both sides can be reached simply by stretching out one's arms.

## JAPAN-CHINA-AUSTRALASIA

Saturday, March 23. Return by afternoon steamer from Canton to **Hong Kong**.

It may be found possible to proceed direct to Macao by night steamer in which case we shall do so and return to Hong Kong after we have visited Macao, a bit of Portugal dropped down in China, a very attractive picture.

Friday, March 29. We sail from **Hong Kong** by steamship "Tenyo Maru" for **Shanghai**.

Monday, April 1. Due at **Woosung**. Leave the vessel by small steamer and visit **Shanghai**, fourteen miles distant. Transfer to the Astor House. During the stay in Shanghai visits will be made to the chief places of interest in the foreign settlement and the native city.

### JAPAN

#### In the Time of Cherry Blossoms and Wistaria

Wednesday, April 3. Steamer due at **Nagasaki**, remaining during the day.

Thursday, April 4. Passing through the **Inland Sea**.

Friday, April 5. Return to **Kobe**. **Oriental Hotel**.

Saturday, April 6. Leave **Kobe** by express train for **Miyajima Station** passing in view nearly all the waters and islands of the **Inland Sea**. Transfer by steam ferry to the exquisitely beautiful **Sacred Island of Miyajima**, the first of the **San Kei**. The far-famed **Water Torii**, a favorite theme of Japanese artists will be visited, and at the proper time we return to **Kobe**.

Monday, April 8. Proceed to **Osaka**. Take jinrikishas about the city and after luncheon continue to **Kyoto**, the most typical Japanese city in the Empire. **Kyoto Hotel**. There will be excursions to **Lake Biwa** and the **Big Pine Tree**, **Oigawa** or **Hozu-gawa Rapids** and **Arashi-Yama**, the latter being one of the famous places of Nippon for natural beauty. During the week the novel experience of a Japanese dinner at a native Tea-House with Geishas, Moikos or Dancing Girls, in attendance, will be enjoyed. An optional excursion to **Amo-No-Hashidate** will be given those who wish it.

Monday, April 15. We proceed to **Nara**. **Nara Hotel**.

Tuesday, April 16. In **Nara**. We shall visit the **Sacred Deer Park** and the **Avenue of Lanterns**.

Wednesday, April 17. By rail to **Yamada-in-Ise**. **Gonikai Hotel**.

Thursday, April 18. We make a delightful excursion from **Yamada** to **Futami**, **Toba** and **Hiyori-Yama**. The two most sacred **Shinto Shrines**, **Geku** and **Naiku**, will also be visited.

Friday, April 19. By rail to **Nagoya**, passing through the attractive valley of the **Kwansai**. **Nagoya Hotel**. We visit the **Castle**, the most perfect specimen of this style of architecture in Japan.

Saturday, April 20. Continue by way of **Kodzu** to the beautiful mountain resort of **Miyanoshita**. **Fujiya Hotel**. Excursion to **Lake Hakone** in chairs or on ponies, according to individual preference. On the way we obtain a beautiful view of the sacred **Fuji-Yama**. There are delightful walks from our hotel in every direction.

Thursday, April 25. Proceed by Motor Car via **Yumoto** and **Odawara** to **Kodzu**, thence by train to **Tokyo**, arriving for luncheon. **Imperial Hotel**. Because of the unusual distances to be covered, automobiles will be used for the sightseeing.

## RAYMOND-WHITCOMB TOURS



The Hawkesbury River, Australia

Saturday, April 27. Leave Uyeno Station for Nikko in the forenoon. Luncheon en route. Nikko Hotel or Kanaya Hotel.

Tuesday, April 30. In Nikko, with excursions to Chuzenji, and visits to the Temples of the First and Third Shoguns, and the Sacred Red Lacquer Bridge. A side-trip also can be arranged to Matsushima, one of the "Three Chief Sights" for those of our guests who so desire, and who are willing to sacrifice comfort.

Wednesday, May 1. We proceed by train to Yokohama. Grand Hotel.

While in Yokohama jinrikishas will be taken to everything of interest and one day we shall make an excursion by automobile to the famous Dai Butsu of Kamakura.

Saturday, May 4. We sail after luncheon. Hotel accommodations ending with this meal.

### HAWAII

Monday, May 13. We call again at Honolulu.

### - THE HOMELAND

Monday, May 20. We arrive at San Francisco.

Rate for the Tour, First Class Throughout, San Francisco to San Francisco .....\$1135

*See page 9 for Plan E and F*

*See the Introductory Article regarding our Prices*

**THE RAYMOND-WHITCOMB TOUR**  
**of the**  
**SOUTH SEA ISLANDS AND AUSTRALASIA**

*See Introductory Article regarding our Prices*

**PLAN G**

From San Francisco January 9, 1918 by Steamship  
"Maui", around to San Francisco about April 22 ....\$1565

**PLAN H**

From San Francisco by the "Matsonia" or from Van-  
couver by the "Niagara" January 23 to Honolulu, thence  
with PLAN G around to San Francisco about April 22 ..\$1465

**PLAN I**

The same as PLAN G around to Sydney about April 1  
returning via China and Japan to San Francisco or Van-  
couver, arriving about June 22 .....\$2490

**PLAN J**

The same as PLAN H to Honolulu, thence the same as  
PLAN I around to San Francisco or Vancouver, arriving  
about June 22 .....\$2390

**ITINERARY**

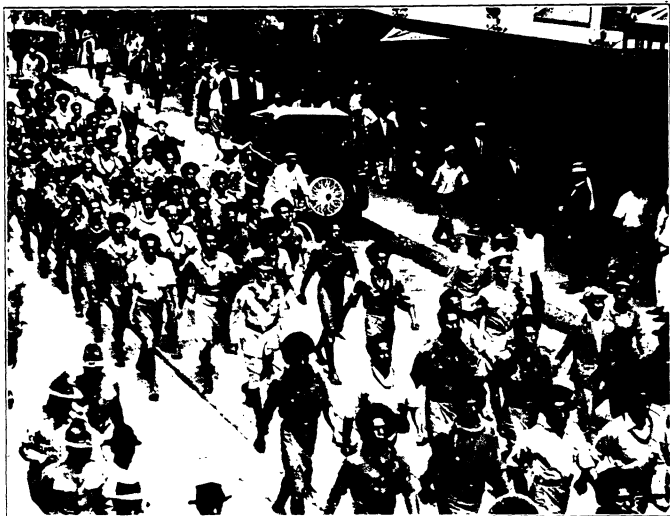
The sailings are approximate; the exact dates will be given in  
ample time to the members.

Wednesday, January 9. We sail from San Francisco by the splen-  
did new steamship "Maui" (17,000 tons) of the Matson Line (Pier 28,  
foot of Spear Street). The Matson Line has attained great vogue the  
last few years and is noted for its excellent service and cuisine.

**HAWAIIAN—OR SANDWICH—ISLANDS**

Tuesday, January 15. We arrive at Honolulu, where we make our  
headquarters at the delightful Moana Hotel, "on the beach at Waikiki."  
During our stay in these beautiful islands we shall not only make an  
excursion by automobile around the Island of Oahu, including the Sugar  
and Pineapple Plantations, and take automobiles for a drive to The  
Pali, The Punch Bowl, Government House and so on, in and around  
Honolulu, but we shall make an unusual excursion to another and very  
beautiful island of the group to see the renowned Volcano of Kilauea.





Fijians of Today

Many travelers who have been to Honolulu for the incidental day on the way to or from Japan will welcome this opportunity to become more fully acquainted with Hawaii.

Thursday, January 17. Sail from Honolulu.

Friday, January 18. Arrive in the morning at Hilo on the Island of Hawaii. After the delightful Hamakua Scenic Excursion along the coast by train, with luncheon at Paauilo, we return to Hilo and continue by automobile to the Volcano House at Kilauea, where we arrive about four o'clock. We shall make the trip to the summit of the Volcano of Kilauea, timed so as to give us views both in daylight and in darkness of Halemaumau, the "House of Everlasting Fire."

Kilauea is now a world wonder of the first rank, a truly remarkable manifestation of nature in her most awesome and fantastic mood. This was not always so; in fact the statement is news. Only ten years ago the formerly comparatively dull volcano began a movement which has been developing year by year to a tremendous present day climax.

The picture changes from day to day or even from hour to hour. Recently it appeared a roaring, rushing, brilliant red-gold river surging through a vast canyon; then, as the torrent reached a stygian black cavern in the great enclosing wall it startlingly changed to a mountainous, storm-driven surf splashing wickedly against a stern and rock-bound coast.

This splendidly turbulent running sea of liquid fire is a profoundly

thrilling, enthrallingly colorful spectacle. No traveler can afford to miss seeing it in its present state. In all the world it is unique.

Saturday, January 19. Leave the Volcano House after luncheon by automobile for Hilo, where we take our steamer for Honolulu.

Sunday, January 20. Arrive at Honolulu in the morning and go to the Moana Hotel.

Sunday, January 20 to Wednesday, January 30. At Honolulu, finishing our automobiling and resting in a delightful environment while enjoying the surf-riding and bathing and the plaintive music of the Hawaiian singers and ukulele players in its proper setting. This leisurely stay will be enjoyed and appreciated by all travelers.

Wednesday, January 30. We continue from Honolulu in the afternoon by another splendid, modern steamship, the "Niagara" of the Canadian-Australian Line, the finest in the Australian service.

On this voyage we have the novel experience of crossing both the respectable Equator and the intriguing 180th Degree, a double portion of nautical thrill. On a recent trip our party, just before reaching the "180th", received on Wednesday a wireless report of a British victory in France on Thursday, the day before it happened—a bewildering paradox of facts.

### FIJI

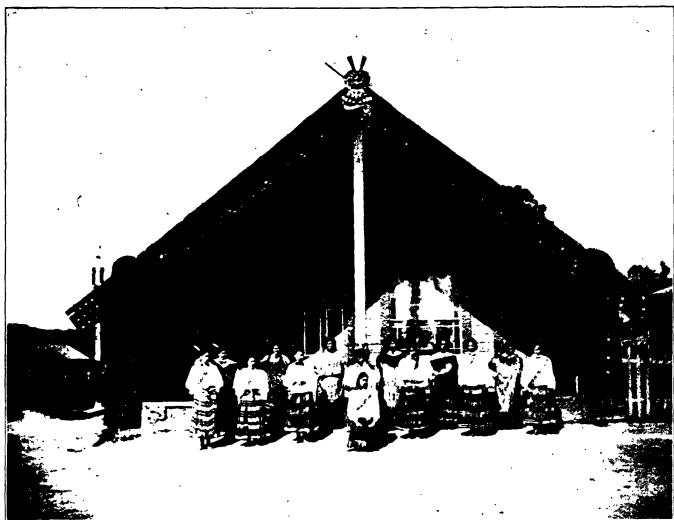
Friday, February 1. We call at Suva, the capital of the Fiji Islands, which thrill the imagination as do few of the remote spots of the earth. There are two hundred of them and we pass one after another of the great group for hours before we reach the coral reefs a mile off the port of Suva. From the deck of our ship we see a charming picture of red roofs amongst tropical foliage, and a few minutes after landing we are enjoying an intimate view of the items that make up this picture during our drive by automobile. Automobiles in Fiji! Yes, so it is, but our childhood geography-book dreams are happily and completely actualized in those fearsome-looking bushy-headed Fijians. They are a positive joy even to the traveler who fears he is blasé, for their like is not to be seen on or near any of the other great travel routes of the world. They are now, near the end of the second decade of the 20th Century, just as bushy-haired and terrifying to the eye as when their pictures were wood-cutted for our school-day books—but nowadays, under the eye of our friend John Bull, they won't bite you! Some of the hair bushes are black, as expected, but others are artificially colored an ashen gray while many are bleached to a sponge color with lime. The color is decorative and the lime refuses a welcome to insect home-seekers.

Altogether these reformed man-eaters are most pictorial and satisfactory, entirely "up to the advertisements."

### NEW ZEALAND—MAORI LAND

*In each of the cities of New Zealand, Tasmania and Australia we shall drive (in automobiles wherever available) to everything of interest. The sightseeing will be thorough and—*

The best or leading hotel in each place will be used, invariably



Maori Poi Dancers, New Zealand

New Zealand was seen as early as 1642 by the Hollander, Captain Tasman, but as he passed it by the credit of its discovery goes to Captain Cook, who landed and explored the islands in 1769. By the [eighteen-thirties there were scarcely more than a hundred white people here and the definite settling of New Zealand by Great Britain did not begin until 1840. Thus it shows us the newest of all civilizations.

### North Island

Sunday, February 10. We arrive in Auckland and go to the Grand Hotel, which someone has called "the best hotel in the world," although the someone was probably a New Zealander. After allowing something for the hyperbole of local pride the Grand Hotel gives a real pleasure in its soothing English atmosphere and its perfect British service, with the thank-yous (or rather "kews") for orders so pleasantly reminiscent of good old England. Here is a cheergiving introduction to the antipodes.

We shall take automobiles to Mount Eden for a beautiful view of the red-roofed city and the irregular harbor and islands and especially blue-peaked Rangitoto, followed by The Domain, the suburbs of Onehunga and Mangere, One Tree Hill for another fine view, Cornwall Park and the Race Course at Ellerslie. On this drive we surprise ourselves by going from the East Coast of New Zealand to the West Coast and back.

Near the hotel is an interesting Maori Museum, and a few steps

further Albert Park with its combined Library and Art Gallery, which contains a collection of paintings of Maoris. This frankly is unconvincing as art but it is an important and extremely interesting record of a vanishing people, of whom only about fifty thousand remain to greet us. The Librarian gratifyingly wishes he could see the Boston Library and knows of and is keenly interested in its newest Sargent Murals. Thus we grasp hands across the world.

But so we do in many ways as we proceed through the Anzac Lands for at every turn we find announcements of American plays, musical comedies and motion pictures, and the advertisements of American automobiles and other products and the signs of branch offices of American manufacturers. Here British sturdiness and American enterprise walk side by side.

Tuesday, February 12. We leave by morning express train, having luncheon in a dining car and arriving at Rotorua late in the afternoon. Rotorua and Whakarewarewa (two miles apart) are the center of the world-famed Geyserland or Hot Lake District, one of the earth's star attractions.

One day will be devoted to the excursion known locally as The Round Trip, which is varied by the use of automobiles at both ends of the day and launches on two lakes between, with a not-long walk linking up the two bodies of water. On this very unusual and interesting excursion we motor past Blue Lake and Green Lake to Te Wairoa where we take our boat to steam across Lake Tarawera, with the beauty of a Scottish lake, above which rises Mt. Tarawera of exciting memory.

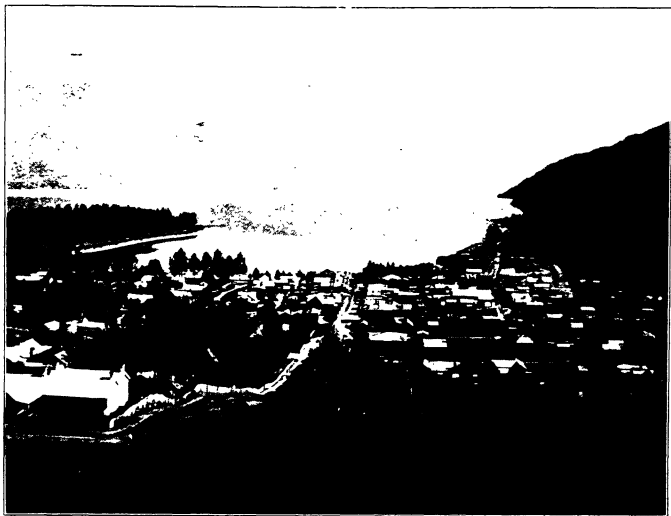
Te Arika, our landing place, has a population of eighty Maoris but they are all buried. From here we cross Lake Rotomahana, a part of whose water is unbearably hot and which is surrounded by mountains of weird bleakness, in contrast to the green-foliaged hills of the sister water. After luncheon we continue to the great Waimangu Geyser, which at times spouts to a height all but unbelievable, and motoring back to our hotel we end the great day with its famous geyser and four unusual lakes.

The following morning we start by motor on a side-trip which will include visits to Waiotapu, with its Golden and Primrose Terraces, Wairakei, Aratiatia Rapids, Huka Falls and Lake Taupo. On our return ride we visit the attractions for which we have not had time on the outward trip.

During our stay in this remarkable district we shall visit the Government Sanatorium in Rotorua and go to Ohinemutu, a typical Maori village, to see the Carved Meeting House and the Maoris cooking in the hot springs, an unique sight. And perhaps the most interesting of all the weird places hereabouts we find to be Whakarewarewa itself, the heart of Geyserland.

Besides the attention-compelling qualities of the place you are enticed by the striking name of it. You find a dozen pronunciations of Whakarewarewa each with its warm partisans, and the search for new ones becomes an obsession. But if you wish to make certain of being understood there is only one safe, sure, reliable way. Say Whaka!

Monday, February 18. We leave by morning train, with luncheon in the dining car, changing at Frankton Junction and arriving at Hanga-



Southern Lake District, New Zealand

tiki in the middle of the afternoon. Here we take one of the very few old-time five-horse coach services remaining in New Zealand for a six-mile drive over the hills to the Government Hostel at **Waitomo Caves**, arriving about five o'clock.

After an early dinner we put on overalls and hob-nailed boots and make the trip through **Waitomo Cave**, an extraordinary and even unique feature of which is the **Glow Worm Palace**. Here is an intensely black firmament with a million stars, only a few feet above our heads, and each star is a living creature. The glamorous beauty holds us spell-bound.

**Tuesday, February 19.** We drive two and a half miles by coach to visit the **Ruakuri** and **Te Aranui Caves**. Here are some exquisitely beautiful chambers of pure white stalactites, and we find an especial pleasure in the Architect's Masterpiece and the Crystal Palace.

After luncheon at the Hostel we leave by coach and take the train from **Hangatiki**, arriving in time for dinner at **Taumarunui**.

**Wednesday, February 20.** This morning we begin the **Wanganui River Trip**, an unusual experience even for the most experienced of travelers. The **Wanganui** is visibly down-hill all the way (a descent of ten feet to the mile), narrow and shallow, and with banks hundreds of feet high, densely covered with a luxuriant Bush or Jungle growth in which mammoth Tree Ferns predominate, these being so tall as to give much the appearance of small cocoanut palms. Many times our boat rasps against the stones of the river-bed and frequently, at the hundreds

of rapids and sharp turns, two stalwart Maoris help to keep the boat out of trouble with long iron-pointed poles. Distinctly reminiscent of the Nile, this, but instead of sand-bars here are stone-beds.

The total effect is of beauty, exhilaration and novelty, like nothing else in the world and so especially delightful.

We arrive in time for a good luncheon at **Houseboat**, a novel substitute for a hotel out here in the wilderness. Here we pass a restful, soothing and most comfortable afternoon and night.

**Thursday, February 21.** In the morning we proceed by a larger boat on down the Wanganui. This is another day of the beauties of primitive, elemental nature, practically untouched by the hand of man—an extraordinary and stirring item in the traveler's life.

About four in the afternoon we reach **Pipiriki**, where we find a large and pretentious hotel of the resort type.

**Friday, February 22.** We continue in the morning down the now much widened river and about noon we reach **Aramoho**. Here we take a fast express train, with dining car for luncheon, along the southern shore of the North Island and arrive in time for dinner at Wellington.

**Saturday, February 23 to Monday, February 25.** In **Wellington**, the capital of New Zealand. During our stay we shall take automobiles for a drive which will include the city proper and the attractive suburbs of Oriental Bay, Haightia, Kilburnie, Miramar, Worser Bay, Seatoun, Lyall Bay, Island Bay, Happy Valley, Brooklyn, Kelburn and Poll Hill Gully. There are hills and waters in every direction and Wellington brings sharply to mind Valparaiso, across the Pacific.

### South Island

**Monday, February 25.** A little after noon we sail from Wellington for the South Island of New Zealand, and just before the sun goes down we steam up **Tory Channel** and **Queen Charlotte Sound**. In these protected waters approaching Picton we find unexpected pleasure, for though they have not had noticeable publicity they are, at this hour, very beautiful indeed, with their surrounding hills of purples and violets and fiords that bring up memories of Norway and the Inland Sea of Japan.

**Tuesday, February 26.** Early in the morning we disembark at **Nelson** and after a good breakfast at the hotel proceed by train through a prosperous looking country to **Glenhope**, the present end of the line, which in due course will go further inland.

After luncheon we continue by Motor Coach for eighty odd miles, via **Murchison** and through **Buller Gorge**, one of the finest scenic routes in New Zealand, arriving for dinner and the night at **Reefton**. Here is a typical mining town of the West Coast, very interesting in its uncouth way, entirely different from anything else on our trip.

**Wednesday, February 27.** We leave by convenient train for **Greymouth**, the chief town of Westland, where we spend the night.

**Thursday, February 28.** We take the morning train and arrive at **Otira** a little after eleven. Here we take another of those delightful five-horse coaches, left over from the good old times, for the thrilling ride through the **Otira Gorge**, one of New Zealand's pet scenic prides.



Public Buildings of Melbourne

Unfortunately, as in the case of the Simplon Pass, a railway tunnel is being put through here so that before very long the joys of the coaching trip through the Gorge will be among the good things of the past. This year they are ours.

We take luncheon at Arthur's Pass and then are on our way by fast express train amidst more beautiful mountain scenery followed by pleasing rural scenes, arriving for dinner at Christchurch, on the East Coast.

Friday, March 1. In Christchurch we take automobiles in the morning for a drive which will include The Gardens, River Avon, Canterbury College, the new monument to the Antarctic explorer, Captain Scott, the Cathedral, and the seaside resort of New Brighton.

The saying that "Christchurch is more English than England and Dunedin more Scotch than Scotland" now becomes understandable to us. As to Christchurch the effect is not from the people alone for they have been quite awfully English all through New Zealand. It is quite as much from the character of the city and the surrounding Provincial District of Canterbury, with their beautifully kept hedges, lovely gardens and level, smooth greenswards of the prosperous countryside.

We leave by the noon express train and enjoy more of the rural beauties of Canterbury on the one hand and grateful views of the blue South Pacific on the other until we enter Otago Province. Then the ocean remains with us but the flat fields give way to rugged green hills

through which our little engine puffs its way with something less than entire ease and comfort, but getting us in good season to Dunedin, where we spend the night.

Saturday, March 2. We leave by morning express for Lake Wakatipu, giving our attention to Dunedin on our return. (However, there are occasional irregular sailings from the Bluff, at the extreme south of the island, to Melbourne, and if one of these should suit our purpose we shall use it, in which case we shall pay our full-length visit to Dunedin at this time and proceed from Lake Wakatipu via Invercargill to the Bluff, giving us extra time on land.)

We leave the train at Kingston, where we go aboard the lake steamer which takes us through most beautiful scenes of green-clad mountains and noble water-ways to Queenstown.

We spend a restful Sunday in quaint Queenstown on lovely Lake Wakatipu, Queen of the Southern Lake District, facing the entrancing Remarkable Mountains across the water at the lower end of the South-Alps.

In our leisurely rambles, enjoying the soul-satisfying loveliness of the place, we come upon a great irregular boulder about twenty feet by twenty, the unique monument to Captain Scott and his companions. This great rock came down the mountain on a glacier and thus was deemed a suitable Memorial to these Heroes of the Ice. A strange-minded man he who has no difficulty in keeping back the tears as he reads, in this impressive environment so near the Antarctic, such an inscription as this:

*Erected  
With funds collected by the  
42nd Company Senior Cadets  
To Commemorate  
The Patient, Stubborn, Invincible Courage  
The Loyal Comradeship  
and Brilliant Achievement  
of  
Captain Robert Falcon Scott  
Dr. Edward Adrian Wilson  
Captain Lawrence E. G. Oates  
Lieut. Henry R. Bowers  
and  
Petty Officer Edgar Evans  
Who reached the South Pole  
on 17th January 1912, and perished  
on the return journey  
They rest in the Great White Silence of Antarctica Amid the Scenes of  
Their Triumphs Wrapped In The Winding Sheets of The Eternal Snows  
Sub Umbra Crucis*

Monday, March 4. We return by the morning boat down Lake Wakatipu (as we have now learned to pronounce it), and rejoining the train at Kingston we again enjoy Southland and Otago as we go back to Dunedin.



**Tuesday, March 5.** In the afternoon we take automobiles around Dunedin and through Bay Town, The Queen's Drive, St. Clair, Caversham, St. Kilda, Mornington, The Town Belt, The Public Gardens and The Water of Leith, nearly all the time overlooking beautiful Otago Harbour.

The quoted saying about Christchurch and Dunedin unfolds its meaning still more amusingly here. Dunedin, the city, looks so much a smaller edition of a composite Glasgow and Edinburgh that we find ourselves at every turn in chuckles of happy reminiscence. Dunedin, the word, is the old Celtic name for Edinboro—evidently Town of Edin—chosen instead of the first suggestion of "New Edinboro." For, as these Scotsmen cannily argued, why clutter up the map with so many New Thises and New Thats? The Otago Expansion League is admirably full of energy and enthusiasm, suggestive and worthy of a California Chamber of Commerce.

**Wednesday, March 6.** We leave by the morning express and arrive in the afternoon at Christchurch. Then in the evening we sail from Lyttleton, the port of Christchurch, by the night steamer to the North Island.

**Thursday, March 7.** We arrive early in the morning at Wellington, and sail in the afternoon for Australia.

### AUSTRALIA

In any real sense Australia was not discovered until Captain Cook landed at Botany Bay, Sydney, in 1770, a continent as large as the United States remaining unknown until within five years of our Revolution. Australia's history began with the founding of the city at Sydney Cove in 1788. Here is the newest of the great Continents, geologically as well as historically, with an animal and plant life which on the other Continents passed away ages ago.

### New South Wales

**Monday, March 11.** We are due to enter the land of the Blue Gum and the Yellow Wattle at Sydney, the capital of New South Wales. In approaching the city we pass North Head and South Head and traverse the entire length of the world-celebrated Sydney Harbour, Port Jackson, one of the two or three greatest and most beautiful on the earth. It is not much wider than one of our great American rivers but that only enhances its intimate beauty. An airplane view shows it the shape of a three-bodied dragon with the many tentacles of the little-esteemed octopus. Its many indentations, irregularities and suburb-covered hills, combined with its immense coast line, give it its unique distinction and deserved fame.

**Tuesday, March 12.** In the morning we shall take automobiles for a drive that will show us Sydney proper, with the Circular Quay, Botanical Gardens, The Domain, a splendid great park, National Art Gallery, Museum, Hyde Park, and the districts and suburbs along the

Harbour front, Woolloomooloo Bay, Pott's Point, Rushcutter's Bay, Rose Bay, Double Bay, and other "Bays" (residence districts taking their name from the adjoining baylets) out to South Head on the open ocean; an unusually enjoyable round of sightseeing. (We shall return to Sydney.)

In the early evening we leave by a modern express train, changing during the evening (because of the varying track widths in the two states) to a luxurious sleeping-car of the Victoria-Railway.

### Victoria

Wednesday, March 13. We arrive in the morning at **Melbourne**, the capital of Victoria. Melbourne is a great and progressive modern city and its leading thoroughfare, Collins Street, would do credit to a metropolitan city of America or Europe. One especially feels at home with and likes the look of the people as they promenade on "The Block," for they seem no more different from Americans than we ourselves are different from each other. To use the Australian's words of highest praise, they look "fair-dinkum." A Collins Street shopman who was born in Liverpool, had lived in the United States, and has been here a dozen years observes that "Australia is a fine country; it will take a lot of beating." And we agree.

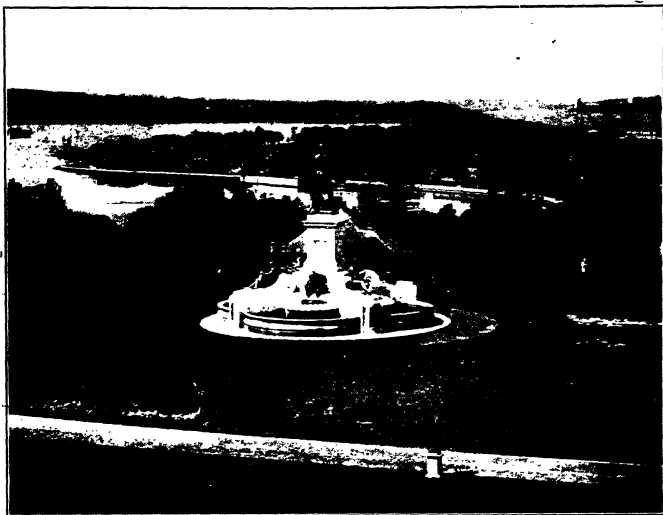
In the afternoon we take automobiles for a drive which will introduce us to Collins, Elizabeth, Bourke and Swanston Streets, the Treasury Building, Houses of Parliament, Princess Theatre, the octagonal Public Library, Art Gallery and National Museum, the University, Town Hall, Prince's Bridge, Alexandra Gardens, and the principal suburbs, South Melbourne, Prahran, St. Kilda and Toorak. We also see the Exhibition Building, which interests us because it is used temporarily by the Victoria State Parliament while its own building is occupied by the Federal Parliament, pending the construction of Canberra, the "compromise capital" out in the Bush. (We shall return to Melbourne.)

### Tasmania

Thursday, March 14. In the afternoon we sail from Melbourne for Tasmania.

Friday, March 15. In the morning we enter the **River Tamar**, which, although used merely as a passage-way to our port, proves to be a real attraction in itself. The Tamar is a wide tidal stream with many windings, along the left bank of which (our right as we go) are many and almost continuous clearings with prosperous looking farm houses of a suburban villa and bungalow sort, all with the usual—in Australasia—red roofs, a distinct note of beauty. Many if not most of these "Stations" were built and are occupied by retired Anglo-Indian Officers, who find the Tasmanian climate particularly agreeable after years of service in India. We disembark late in the morning at **Launceston**, which reminds us of the down-town part of Honolulu. After luncheon at our hotel we continue either by motor car or the afternoon express and early in the evening arrive at **Hobart**, the capital of Tasmania.

Saturday, March 16. We find Hobart a charming provincial capital, its lack of impressive size being offset by the intimate beauties



A Bit of Sydney Harbour, Australia

of Derwent Water, The Domain and Mount Wellington, rising abruptly from its back door.

In the afternoon we shall take automobiles and drive up Mount Wellington to The Springs, where we obtain a fine, expansive view of Hobart and its very beautiful harbour; then continue across the hills and down to tide-water at Brown's River, which Hobart people call "The Brighton of Tasmania" and which has an excellent beach. After a brief rest here at the mouth of the Derwent we motor back to Hobart by the way of Sandy Point, all the delightful way enjoying landscapes and waterscapes of quite unusual beauty. Again in the city we pass the University and Government House and end a delightful afternoon with a run through The Queen's Domain, a very attractive park overlooking the city.

Monday, March 18. We leave Hobart by the morning express and embark at Launceston for our return voyage down the Tamar and across the strait to the mainland.

#### Victoria

Tuesday, March 19. We pass "The Heads" of Port Philip, the harbour of Melbourne, and in three hours we are at our wharf in Melbourne, and a few minutes later at our most enjoyable hotel, generally considered the best in all Australasia.

Tuesday, March 19 to Sunday, March 24. We have a delightful sojourn in Melbourne, giving ample time for leisurely individual visits,

according to personal tastes, to the Library, Art Gallery and Museum, and to look for souvenirs in the attractive shops of Collins and nearby streets.

During the stay an all day motor excursion will be made out to the **Blackfellows Station at Coranderrk** to see a small settlement of the very few remaining Australian aborigines, the **Boomerang Throwers**, the least intelligent of all human beings. On the same trip we go via **Healesville to Blacks' Spur** to see the big **Tree Ferns** and the **Eucalyptus grove** of—not "the biggest" but—"the tallest trees in the world." We get back to our "home from home" in Melbourne in good time for a good dinner.

**Sunday, March 24.** We leave at five in the afternoon by the night express, by parlor car to the state line and thence by sleeping car.

### New South Wales

**Monday, March 25.** About ten in the morning we arrive again in Sydney. In the afternoon we take a train due west into the heart of the **Blue Mountains**, arriving for dinner at **Katoomba** where we find an enjoyable mountain resort hotel.

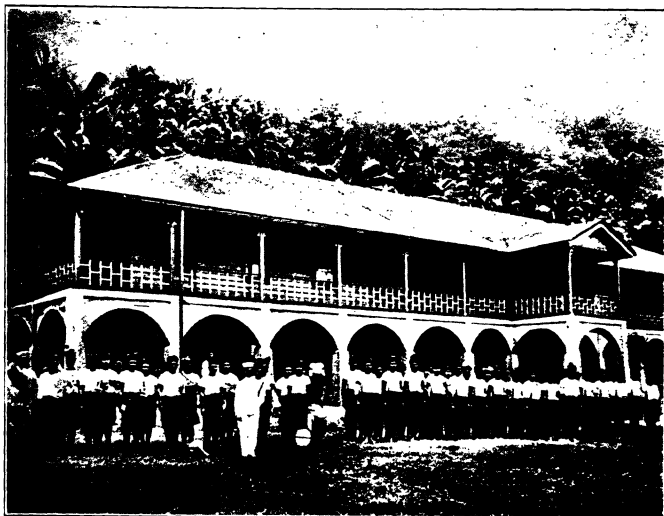
The next afternoon we take automobiles for a close-up view of some of the finest scenery in the **Blue Mountains**, including the **National Pass**, **Leura** and **Wentworth Falls**, returning to **Katoomba** for dinner and the night.

**Wednesday, March 27.** A little after nine in the morning we leave by motor-coach for a fifty mile run by the way of **Mt. Victoria** to the world-renowned **Caves of Jenolan**, arriving at the **Jenolan Caves Hotel** in time for luncheon, an excellent new hotel built by the state. Opportunity will be given for an "inspection" of three of the best of the caves under the supervision of the Government Guides, one this day after luncheon, another in the evening, and the third the following morning. These caves are among the finest in any land and viewing them is made as easy as possible by well constructed stairways and the installation of electric lights. Here one can be a **Cave Man** with modern conveniences. There are stalactites and stalagmites in endless array and for full measure they show us their special pets, the **helictites**, fuzzy formations formed by drippings at any and various angles contrary to what the usually respected law of gravity demands.

**Thursday, March 28.** After the morning's cave inspection and an early luncheon we take the motor coach for the return trip to the railroad.

The views of the **Blue Mountains** on the way to and from the **Caves** are very fine indeed; say the ruggedness and vast spaces of the **Colorado Rockies** with the lovely greenness of our **White Mountains**, a constant succession of pleasure-giving scenes. And for real novelty we have the satisfaction of seeing along our way such interesting Australian birds as **Magpies**, **Starlings**, **Parrakeets**, **Leatherheads** and, best of all, that amusing little chap the **Laughing Jackass**, or, in drawing room speech, the **Kookooburra**.

We arrive at **Mt. Victoria** from "the back blocks" in time for afternoon tea, following which we take the express train from this point and arrive in ample time for dinner at our hotel in Sydney.



Pango Pango Barracks, American Samoa

Friday, March 29 to Wednesday, April 3. Our final visit in Sydney, our last place of call in Australasia. During our stay we shall make comfortable excursions, to the new **Taronga Zoological Park** to see the Kangaroos, the Wallabys, and even perhaps a Wombat; to **Bulli Pass** and **Sublime Point** (or Webber's Lookout); to the **Lane Cove** and **Paramatta Rivers**, and to **Woy Woy** on the lovely **Hawkesbury River**. We shall still have ample time for souvenir hunting in the interesting shops of the arcades and quaint old streets of Sydney, so loved by Robert Louis Stevenson because of their reminders of the old quarters of Paris and the out-of-the-way streets of London.

Wednesday, April 3. We sail in the afternoon by one of the fine modern steamships of the Oceanic Steamship Company. Hotel accommodations end with luncheon this day.

### SAMOA

Tuesday, April 9. We enter the lovely harbour of **Pango Pango, Tutuila, American Samoa**, admittedly the most charming anchorage place in all the fascinating South Sea Islands. All about this little body of water is hemmed in by jagged, luxuriantly wooded hills, while the shores are thick with coconut palms and native grass houses, the complete picture the perfection of tropical beauty. On landing we find no town; just the American Naval Station buildings, much like those at Panama, with perfectly kept lawns on the one hand and on the other well scattered native huts nestling among the sheltering palms.

The native life interests us keenly. The Samoans, being of pure Polynesian stock—while the Fijians are a mixture of Polynesian and Melanesian or Papuan—have much the aspect of the Maoris and the Kanakas and the same gentle, kindly, docile manner. Their word of salutation, Talofa, is obviously but a variant of the Hawaiian Aloha, and it is now pronounced here Alofa, the modification without the T sound having come, it is explained, from contact with the American naval men, who have responded with the Aloha which the Hawaiian songs have made so familiar.

On our return to the ship we are entertained by the native band under the leadership of an American bandmaster, and they will doubtless, on request to the American Governor, play for us the Samoan song of farewell, known all through the South Pacific, "Talofa, ma Feteni"—Good-bye, my Friend.

And we can buy a Lava-Lava and see a Siva-Siva while in Pango—Pango!

### HAWAII

Tuesday, April 16. This day we are in Honolulu for a brief return visit.

### THE HOMELAND

Monday, April 22. We are due in the afternoon at San Francisco, having accomplished, since leaving that port, a wonder journey of over eighteen thousand miles. Members from the Eastern side of the United States will reach their homes, therefore, after a trip equal in length to the distance around the world. And it will be agreed upon as one of the most interesting and satisfying rounds of travel on this stimulating planet of ours.

Rate for the Tour, First Class Throughout, San Francisco, January 9 to San Francisco, April 22 . . . . . \$1565

From San Francisco or Vancouver, January 23 to San Francisco, April 22 . . . . . \$1465

*See the Introductory Article regarding our Prices*

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### PLANS I AND J

#### Returning to San Francisco via China and Japan

Monday, April 1. Sail from Sydney. The members of Plans I and J are with the main tour to Sydney, about April first. They will be seen on board by our representative and be met on arrival at Hong Kong by one of the members of our Yokohama staff, who will remain with them as conductor to their departure from Yokohama. On the way to Hong Kong calls are usually made at Brisbane, Townsville, Thursday Island, and Manila, The Philippines.

CHINA

Monday, April 22. Due at Hong Kong. Excursions to The Peak, Aberdeen and Kowloon, and to Canton and Macao.

Wednesday, May 8. Sail from Hong Kong by the "Empress of Russia."

Saturday, May 11. At Shanghai. Drive about the city and out Bubbling Well Road.

A Full Month In  
JAPAN

*Descriptive details of the thorough sight-seeing in Japan will be found in the earlier pages of this book. Jinrikishas will be provided every day excepting only when automobiles are used.*

Sunday, May 12. Call at Nagasaki.

Monday, May 13. Sail through the Inland Sea of Japan.

Tuesday, May 14. Arrive at Kobe.

Wednesday, May 15. Leave Kobe and arrive at Miyajima.

Friday, May 17. Leave Miyajima and arrive at Kobe.

Saturday, May 18. Leave Kobe, stop at Osaka, and arrive in Kyoto. Optional excursion to Amo-No-Hashidate.

Saturday, May 25. Leave Kyoto. Call at Nara on the way to Yamada.

Monday, May 27. Leave Yamada and arrive at Nagoya.

Tuesday, May 28. Leave Nagoya and arrive in Miyanoshita.

Friday, May 31. Leave Miyanoshita and arrive in Tokyo.

Monday, June 3. Leave Tokyo and arrive at Nikko. Excursion to Matsushima.

Saturday, June 8. Leave Nikko and arrive in Yokohama. Excursion to Kamakura.

Thursday, June 13. Sail from Yokohama by the "Empress of Asia." Hotel accommodations end with luncheon this day. Members who prefer to return by the way of Honolulu to San Francisco will be given tickets by that route if requested at or before the time of final payment.

Saturday, June 22. Due at Vancouver.

Rate for the Tour, First Class Throughout, San Francisco, January 9 to Vancouver, June 22 (or to San Francisco) .....\$2490

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*See the Introductory Article regarding our Prices*

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